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21. (NEW) An articulating coupling (4) for a vehicle assembly formed of a motor vehicle (1) and a trailer (2) comprising friction surfaces for damping yaw movement, the articulating coupling comprising a first pivot articulation (12), allowing only yaw movements, having a pivoting disc for damping yaw movement (40) by the trailer, said first pivot articulation being housed within a closed space protected from incoming pollution, and a second articulation (21) allowing rolling and pitching movement, and transmitting the yaw movement to the first articulation without play, with an axle for yaw movement being completely disconnected from axles for rolling and pitching movement.

22. (NEW) The articulating coupling for a vehicle assembly according to claim 21, wherein the first pivot articulation allowing yaw movement having a bearing rim (12).

23. (NEW) The articulating coupling for a vehicle assembly according to claim 21, wherein articulating coupling further comprises an articulation for rolling and pitching movement (21) allowing no play at the level of that articulation.

24. (NEW) The articulating coupling for a vehicle assembly according to claim 23, wherein an absence of play during yaw movement is ensured by an even planar contact of opposing plane surfaces (37, 38).

25. (NEW) The articulating coupling for a vehicle assembly according to claim 21, wherein the articulation for rolling and pitching movement is a spherically shaped articulation (21).

26. (NEW) The articulating coupling for a vehicle assembly according to claim 25, wherein the articulation for the rolling and pitching movement (21) has a transverse axle (23) with two aligned rings (29, 30) that have complementary spherical shapes.

27. (NEW) The articulating coupling for a vehicle assembly according to claim 26, wherein the two rings (29, 30) are attached without any possibility of lateral play being assimilated by yaw movement.

28. (NEW) The articulating coupling for a vehicle assembly according to claim 21, wherein the pivoting disc for damping yaw movement (40) has at least one disc (41) cooperating with a least one opposing surface applied against the at least one disc by a compression system exerting an axial compression force on the at least one disc, at least one of said opposing surfaces being a friction surface.

29. (NEW) The articulating coupling for a vehicle assembly according to claim 28, wherein the pivoting disc for damping yaw movement (40) comprises a stack of friction discs (41) alternately connected to one of the motor vehicle (1) or to the trailer (2), pivoting in relation to one another under the influence of yaw movement.

30 (NEW) The articulating coupling for a vehicle assembly according to claim 29, wherein the stack of friction discs (41) contains at least one fixed disc (48) integral with a central hub (42) that is fixed in relation to the motor vehicle (1) and at least one movable disc (49) integral with a peripheral drum (43) that is movable in relation to the vehicle.

31. (NEW) The articulating coupling for a vehicle assembly according to claim 30, wherein an exterior wall (46) of the hub (42) has notches and at least one of the fixed discs also has complementary notches on an interior periphery around a cutout (50) so that the fixed discs remain fixed as it pivots in relation to the central hub (42).

32. (NEW) The articulating coupling for a vehicle assembly according to claim 30, wherein an interior wall (47) of the peripheral drum (43) has notches and at least one of the movable discs (49) also has complementary notches on an exterior periphery so that the movable disc is driven to pivot by the peripheral drum (43).

33. (NEW) The articulating coupling for a vehicle assembly according to claim 29, wherein the compression system comprises a cupel (54) that contacts the at least one disc (41), forming a complete contact with the friction surfaces.

34. (NEW) The articulating coupling for a vehicle assembly according to claim 28, wherein the compression system for the yaw damping device (40) is a mechanical system.

35. (NEW) The articulating coupling for a vehicle assembly according to claim 34, wherein the mechanical compression system for the yaw damping device (40) comprises at least one spring (52).

36. (NEW) The articulating coupling for a vehicle assembly according to claim 34, wherein the mechanical compression system for the yaw damping device (40) cooperates with a damping deactivation device capable of one of reducing or interrupting damping below a certain travel speed.

37. (NEW) The articulating coupling for a vehicle assembly according to claim 36, wherein the damping deactivation device exerts axial force in the opposite direction to the compression force, thereby freeing the friction surfaces.

38. (NEW) The articulating coupling for a vehicle assembly according to claim 28, wherein a compression system for the yaw damping device (40) is one of a pneumatic, hydraulic, or electric system capable of exerting axial compression force.

39. (NEW) The articulating coupling for a vehicle assembly according to claim 38, wherein it further comprises a control circuit for regulating the compression force applied by the hydraulic, pneumatic, or electric compression system.

40. (NEW) The articulating coupling for a vehicle assembly according to claim 21, wherein its exterior wall (8) has a threaded transverse opening (57) located opposite a bore (44) in the hub (42) for measurement of wear on the friction discs (41) or for insertion of a threaded axle to exert increasing pressure on the cupel (54) and free the friction discs (41).